

NESTLE'S
MILK & NUT MILK CHOCOLATE



WHOLE SOME - TOOTH SOME
TRY SOME TO-DAY

China Mail

ESTABLISHED 1845

HONG KONG, MONDAY, AUGUST 22, 1927.

NESTLE'S
MILK & NUT MILK CHOCOLATE



WHOLE SOME - TOOTH SOME
TRY SOME TO-DAY

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.
"ANTENOR" 24th Aug. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 6th Sept. Marseilles, London, Rotterdam & Glasgow
"BRYCE" 20th Sept. Marseilles, London, Rotterdam & Glasgow
"NILE" 3rd Oct. Marseilles, London, Rotterdam & Glasgow
Call at Shanghai

LIVERPOOL SERVICE.
"ATREUS" 31st Aug. Genoa, Havre, Liverpool & Glasgow
"TIGER" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"LYCAON" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.
via KOBE & YOKOHAMA.
"TALITHYLLUS" 3rd Sept. Victoria, Vancouver & Seattle
"ACHILLES" 22nd Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.
"MENTOR" 23rd Aug. New York, Boston & Baltimore
"GLAUCUS" 24th Sept. New York, Boston & Baltimore

PASSENGER SERVICE.
"ANTENOR" 24th Aug. Singapore, Marseilles & London
"PERSEUS" 6th Sept. Singapore, Marseilles & London
"BRYCE" 20th Sept. Singapore, Marseilles & London
"NILE" 3rd Oct. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to:-
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.
List of Ships Expected to be in Wireless Communication With Hong Kong To-day.

Ouderkerk, Talithyus, Atreus, Cremer, West Elcajor, President McKinley, Hector, Sveale, Ranella, Yuanlee, Genoa, Maru, Mishima Maru, Kotsu Maru, Gindo Maru, Tonkin, Glenapp, Tjlszoes, Tjlsdani.

INWARD MAILS.

From	Per
Shanghai and Europe Via Shanghai	MONDAY, AUGUST 22
Straits	TUESDAY, AUGUST 23
U.S.A. Canada, Japan & Shanghai	FRIDAY, AUGUST 26
Japan	SUNDAY, AUGUST 28
Japan & Shanghai	MONDAY, AUGUST 29
Europe Via Negapatam letters only London	23rd July
Canada, U.S.A., Japan & Shanghai	MONDAY, AUGUST 29

OUTWARD MAILS.

For	Per
Shanghai, Japan, Honolulu, U.S.A.	MONDAY, AUGUST 22
Canada, U.S.A., Japan & Shanghai	TUESDAY, AUGUST 23
Europe Via San Francisco—due San Francisco 16th Sept. & Europe Via Siberia. Registration 2.35 p.m. Letters 3.30 p.m.	TUESDAY, AUGUST 23
Samshul & Wuchow	TUESDAY, AUGUST 23
Fort Bayard	TUESDAY, AUGUST 23
Saigon	TUESDAY, AUGUST 23
Bangkok	TUESDAY, AUGUST 23
Saigon & South Africa	TUESDAY, AUGUST 23
Shanghai	TUESDAY, AUGUST 23
Formosa	TUESDAY, AUGUST 23
Shanghai, Japan, Canada, U.S.A.	TUESDAY, AUGUST 23
U.S.A., Canada, Japan & Shanghai	TUESDAY, AUGUST 23
Europe Via Victoria, B.C.—due Victoria, B.C., 12th September. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	TUESDAY, AUGUST 23
Samshul & Wuchow	TUESDAY, AUGUST 23
Amoy	TUESDAY, AUGUST 23
Shanghai, Japan, Canada, U.S.A.	TUESDAY, AUGUST 23
C. & S. America & Europe Via Vancouver, B.C.—due Vancouver, B.C., 11th Sept. & Europe Via Siberia. Parcels (23rd August) 5 p.m. Registration (24th August) 9.15 a.m. Letters (24th August) 10 a.m.	TUESDAY, AUGUST 23
Manila, Australia & New Zealand	WEDNESDAY, AUGUST 24
Thursday Island—due Thursday Island, 6th Sept. Registration 8.45 a.m. Letters 9.30 a.m.	WEDNESDAY, AUGUST 24
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe	WEDNESDAY, AUGUST 24
Via Marseilles—due Marseilles, 21st September. Registration 8.45 a.m. Letters 9.30 a.m.	WEDNESDAY, AUGUST 24
G.P.O.—Registration 9.40 a.m. Letters 10.30 a.m.	WEDNESDAY, AUGUST 24
Straits & Calcutta, India, Noon	WEDNESDAY, AUGUST 24
Letters 1 p.m.	WEDNESDAY, AUGUST 24

DEEPEST GLOOM

S.O.S. Message From Capt. Erwin.

SEARCH PROVES FUTILE.

Last Message Tells of a Tailspin.

San Francisco, Sunday. The enthusiasm at the start of the various long-distance flights has been replaced by the deepest gloom owing to the disappearance of the "Golden Eagle," "Miss Doran" and the "Dallas Spirit."

Nothing has been heard or seen of Captain Erwin or the pilot of the last-named since the "S.O.S." which was estimated to have been sent 592 miles from here.

The "S.O.S." said: "We have been in tailspin; we are out of it, but were sure scared. It was a close call. We thought that it was all off. The light on the instrument board went out and Erwin could not see—we are spinning again—"

As the drooping wireless aerial hangs for 250 the message would automatically cease immediately the plane touched water.

Four destroyers and a liner immediately rushed to the rescue. The steamer reported seeing a flare and searched, but found nothing—Reuter's American Service.

Erwin's Start.

Oakland (California), Saturday.

Captain William Erwin has started on his flight to Honolulu and thence to Hong Kong—Reuter's American Service.

The biplane "Miss Doran," which may prove to be the disabled machine picked up by a wireless enthusiast, had on board, in addition to the young lady bearing that name, John Pedlar and Lt. V. A. R. Knope.

Messrs. Jack Frost and Gordon Scott were aboard the monoplane "Golden Eagle."

Wm. F. Erwin is piloting the monoplane "Dallas Spirit" and is accompanied by A. H. Eichwaet.

Erwin's Losses Control.

San Francisco, Saturday. Erwin has sent out an "S.O.S." that he had lost control of his aeroplane, which is named the "Spirit of Dallas." It was entered for the Dole race to Hawaii but failed to start and is now flying with a navigator to Hong Kong for a prize of \$25,000. Erwin intended to fly a zigzag course to Honolulu with a hope of sighting the two missing Dole aeroplanes.—Reuter's American Service.

Contestants Killed.

San Diego, Aug. 10. Lieutenant George Covell and Lieutenant A. W. Wagner, Dole Prize contestants, were killed this morning when their aeroplane crashed at Point Loma.

Naval mechanics who repaired the gasoline lines of the motor, advised Lieutenant Covell against attempting a flight at this time. Lieutenant Wagner was pilot and navigator and intended to accompany Covell on his flight to Honolulu starting on Friday.

The plane was a Tremaine monoplane supposedly in perfect condition except for a small break in the fuel pipes. The plane took off at 7.13 a.m. from North Island. It was seen to be in difficulties almost immediately and shortly afterward attempted to return to North Island.

Descending, it struck a small embankment, half burying the motor. The whole craft burst into flames and the bodies were burned beyond recognition. The accident is the first fatality of the Dole competition in which more than a dozen aeroplanes will attempt to reach Honolulu.

BOLL WEEVIL EVIL

BULLISH U.S. COTTON REPORT.

New York, Yesterday. The decidedly bullish boll-weevil report caused very heavy buying quotations being forced up over 38 a bale. The report showed conspicuous increase of infestation in the cotton belt and led to predictions that the next Government report would indicate greater losses than estimated on the 8th inst. when cotton rose to \$10.10 per bale.—Reuter's American Service.

JUDGE'S TRIBUTE.

Woman Who Managed A Business.

TO-DAY'S COURT SEQUEL.

Two Chinese Borrowing Notes Involved.

Tribute to a woman's business capabilities was paid by the Puisne Judge, Mr. Justice P. Jacks at the Summary Court this morning in giving judgment for Chan Ng-see for \$916.50 against the Tak Long Lan firm and Tsang Ah-cheong, managing partner.

The claim was for principal and interest secured by two Chinese borrowing notes bearing the finger print of Tsang Ah-cheong and the chop of the Lan.

When the case first came before the Court Tsang Ah-cheong consented to judgment on behalf of the firm but subsequently an application was made on their behalf for a re-hearing on the ground that Tsang Ah-cheong was not a partner and had no authority to consent to judgment on behalf of the firm.

Tsang Ah-cheong is a woman and, in the course of his judgment, the judge commented "she appeared a masterful kind of woman and when once started in, her influence and energy would go a long way. She appears to have overshadowed the manager who appears to have let her do his job."

No Authority.

Commenting on the statement of the woman that she had had possession of the firm's chop, the keys of the safe and the books, His Honour said that if the man the defence alleged was manager, had in fact directed the affairs of the firm, it must have been in a limited capacity as he had on his own statement not had possession of the firm's books, the key of the safe and the chop for at least two years.

The contention of the defence was that the woman, who had consented to judgment, had no authority to borrow the money in question and to consent to judgment on their behalf but His Lordship found to the contrary in view of the evidence, giving judgment for the plaintiffs with costs.

NAVY PLANS STOLEN.

Draughtsman's Alleged Confession.

U.S. SMALL CRUISER.

Young Dane Held On \$50,000 Bail.

Philadelphia, Saturday. A young Danish draughtsman named Svendberg, held on \$50,000 bail by the United States Commissioner, is alleged to have confessed to the theft of the plans of one of the smaller type United States cruisers and is stated to have led the police to the place where he had hidden them. The alleged confession was the result of a severe examination by the District Attorney.

A Third Party.

Svendberg's arrest followed the receipt by the authorities of a letter signed by a third party asking if a reward could be paid for the return of the plans and threatening to sell the plans to an unnamed foreign Power.—Reuter's American Service.

RESTING IN TURKEY.

SUNDAY PROCLAIMED DAY OF LEISURE.

Angora, Aug. 14. A Bill, submitted in the Turkish Nationalist Parliament to-day, provides for weekly day of rest throughout Turkey on Sunday, instead of the present Mohammedan Friday.

The purpose of the Bill, says its author, is to accelerate the spread of western civilisation in Turkey by bringing the Turkish calendar into agreement with that of the west.

VESSEL SINKS.

Disaster Outside Manila Breakwater.

PASSENGERS TRAPPED.

Twenty-Six Persons Still Missing.

Saturday's "Manila Bulletin" reports:—

The steam tug "Leyden," owned and operated by the Atlantic, Gulf and Pacific Company, capsized just outside the breakwater in the Manila Bay. Of the 95 passengers 26 still were missing.

The bay was unusually rough and huge waves were washing over the breakwater. Even though the "Leyden" is 125 feet long the captain had to do some clever maneuvering to get the vessel safely through the gap. The boat made a large circle to starboard to avoid being washed against the rock fill outside the breakwater.

All went well until the vessel had proceeded to a point about half way between the gap in the breakwater and the mouth of the Pasig river, or directly opposite the oil dock inside the breakwater. At this point the steamer was moving almost parallel with and between 300 and 400 yards away from the breakwater and waves were washing directly over the port side. One great wave struck the vessel, throwing her to starboard on her beam ends, and, according to those who witnessed it, not more than a minute later she sank.

Vessel in 35 Feet.

Twenty-six of the 95 men were unaccounted for. Little hope is advanced that any of those missing are alive.

A complete check-up on the number of survivors was next to impossible. Some of those picked up by rescuing launches, in their excitement, broke out of line before their names could be checked off. It is possible, however, that some of the survivors who swam ashore failed to report in to their employers.

R. T. Fitzsimmons of the Atlantic, Gulf and Pacific Company told the "Bulletin" that it would probably be 48 hours before a reliable report on the number of dead could be made. More than 50 men, all equipped with life belts, were placed on the breakwater and along the Tondo waterfront soon after the accident occurred, to watch for bodies. These men remained on the job until after dark but no bodies were recovered.

It is believed by those who saw the ship capsize that a number of persons must have been trapped in the "Leyden" when she sank.

The vessel tipped over on her starboard side, sinking almost immediately. Many who were on that side had no possible chance of escape. The boat lies starboard side down under 35 feet of water and until she is salvaged, it is unlikely that the bodies will be recovered.

An Act of Heroism.

At least three of the survivors of the s.s. "Leyden" can attribute their lives to E. M. (Pete) Grimm of the Luzon Stevedoring Company.

Mr. Grimm not only risked his life for the safety of others but he shunned publicity for the deed, even going so far as to refuse to give his name to newspaper reporters.

At the time of the accident Mr. Grimm was on Engineer Island. According to others who were present, he stripped, dived into the raging sea, and exerted every effort to lead a hand to the perishing passengers. He succeeded in towing three men ashore.

After making his third rescue and returning to the island exhausted, the crowd showed their admiration by shouting "Viva Americano" and "Mahuhay Americano."

QUEEN'S THEATRE

GLORIA SWANSON
IN
HER LOVE STORY

The Romance of a Princess

TO-DAY ONLY.
2.30, 5.10, 7.15 & 9.20.

WORLD

REX BEACH'S
Story of Yukon Days
THE
BARRIER

with
NORMAN KERRY AND LIONEL BARRYMORE

TO-DAY ONLY
Orchestra At 5.15 & 9.20
Chinese Interpreter At 2.30 & 7.15.

STAR

JACK HOXIE
IN
BUSTIN - THROUGH

A Thrilling Drama of the West

TO-DAY ONLY
Continuous from 2.30 to 11.15.

BUSINESS DIRECTORY.

Bookbinders.
THE "CHINA MAIL" Bookbinders.
No. 5, Wyndham Street.

Dentist.
HARRY FONG, Dentist.
1st floor, No. 74, Queen's Road Central. Tel. Central No. 1255.

Electrical Supplies.
THE GLOBE FOCK CHEONG ELECTRICAL SUPPLY CO., LTD.
71, Queen's Rd., Central.
Tel. C. 3778.

Engineers & Shipbuilders.
W. S. BAILEY & CO., LTD.
Engineers and Shipbuilders.
Kowloon Bay.
New Work & Repairs.
Call Flag "L".
Sole Agents for Kelvin Motors.

Hair Dressers & Booksellers.
LEE YEE.
Ladies' and Gentlemen's Hair Dressers and Booksellers.
No. 12, D'Aguilar Street, (opposite Queen's Theatre).

Optician.
THE HONG-KONG OPTICAL CO.
Phone 2232.
53, Queen's Road Central.

Printers.
"THE CHINA MAIL" General Printers.
Publishers and Bookbinders.
5, Wyndham Street. Tel. C.222.

Ship Chandlers.
E. HING & CO.
25, Wing Wo St. Tel. C. 1116.
Metal Merchants and Ship Chandlers.
Managing Director—MR. H. S. CHIN.

REPORT FROM BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

Place of Observation	Highest V.L. on record	Lowest V.L. on record	V.L. 20/8	V.L. 21/8
West River at Shiahing	+ 41.4	0	+ 37.1	falling
North River at Tsiangyuan	+ 28.7	0	+ 14.4	rising
North River at Samshul	+ 27.3	0	+ 10.6	+ 10.6
East River at Shiahing	+ 15.3	0	+ 8.3	+ 6.9

† For the 18th.
* For the 19th.

Printed and published for the Conservancy by GEORGE WILLIAM CARR, Manager, at 5, Wyndham Street, Hong Kong.